

	Title: <b>Traffic Calming Policy</b>	Policy No: CO-47
	Category: Council	Classification: n/a

### 1. Purpose:

To define guiding goals and principles regarding the installation and removal of traffic calming measures on City of Langley roadways. This policy replaces EN-32 Traffic Calming Criteria Policy.

### 2. Scope:

The Engineering, Parks & Environment Department regularly receives requests for the implementation and/or the removal of traffic calming measures in neighbourhood areas. This policy will guide the process for the review, implementation and removal of traffic calming measures.

### 3. Definitions:

#### *Benefiting Area*

means the geographical area that will benefit from implementing traffic calming. The benefiting area shall, at the minimum, be comprised of one block of the road for which traffic calming is requested. In all cases, the City Engineer shall finalize the boundaries of a benefiting area.

#### *City*

means City of Langley.

#### *City Engineer*

means the Director of Engineering, Parks, & Environment or designate.

#### *Petition Organizer*

means the person making the request for traffic calming on behalf of the residents living within the benefitting area.

#### *Traffic Calming Measures*

means measures intended to encourage safe driving by slowing driving speeds, and reducing traffic volume to achieve driver behaviours that are appropriate within the context of a road's intended use. These measures are used where the majority of traffic is driving inappropriately. It is not intended for locations where only a few motorists are speeding.

### 4. Policy Statement:

- 1) All Traffic Calming Measures installed in the City shall conform to the standards established in the Transportation Association of Canada's (TAC) - Canadian Guide to Traffic Calming, as amended from time to time.
- 2) Traffic Calming Measures will not be considered on arterial roads.

- 3) Traffic Calming Measures in the form of vertical deflection (e.g., speed hump, raised crosswalk, etc.) will not be considered on collector roads except where fronting elementary schools and parks.
- 4) Traffic Calming Measures may be considered on local roads or lanes at the discretion of the City Engineer, subject to the criteria outlined in this Traffic Calming Policy.
- 5) The study area will depend on the location and extent of the Traffic Calming Measures proposed and must include a review of adjacent roads that may be impacted by a shift of traffic.

## **5. Goals**

The two primary goals of traffic calming are to:

- 1) Enhance safety by reducing the potential for and lessening the consequences of conflicts between road users, and
- 2) Preserve neighbourhood livability by reducing the negative impacts of short-cutting and/or speeding traffic.

Although the traffic issues in each neighbourhood are unique, the general objectives of traffic calming are to:

- 1) Reduce vehicle speeds to match the road's approved speed limit.
- 2) Discourage short-cutting through residential streets and lanes by non-local traffic.
- 3) Reduce traffic volumes where they exceed what would typically be expected.
- 4) Minimize conflicts between street users.
- 5) Enhance the neighbourhood environment.

## **6. Principles**

- Engage the community.
- Identify and quantify the problem in a data driven manner.
- Use road design and physical traffic calming measures to mitigate traffic issues.
- Target vehicles only.

## **7. General Public Traffic Calming Requests:**

Public traffic calming requests must have general support of the residents living within the project's Benefitting Area.

The petition organizer must use the City petition form (Attachment #1) to make a formal request, signed by residents of parcels located in the Benefitting Area (based on one vote per parcel).

## **8. Traffic Calming Investigation Process**

The following are the required steps for general public traffic calming requests, Advancement to the next step only occurs when the criteria is met.

### **Step 1 – Initiation:**

To determine neighborhood interest for Traffic Calming Measures, the Petition Organizer must collect signatures, showing at least 50% of the residents in the Benefitting Area (or 10 residents, whichever is lower) are in support of the request to investigate Traffic Calming Measures.

### **Step 2 – Assessment:**

Staff will undertake a traffic study which will, at the minimum, include vehicle speeds, traffic volumes, road classification, and collision history for speed related concerns.

If the minimum warranty threshold is not met staff will document and notify the residents of the findings and that the implementation of Traffic Calming Measures will not be occurring.

### **Step 3 – Traffic Calming Plan Development & Support:**

A traffic calming plan will be developed and the participating residents within the Benefitting Area will be contacted (by email or phone) to determine if it is supported by at least 50% of all residents in the benefiting area.

### **Step 4 – Prioritization:**

All warranted Traffic Calming Measures within 150 m of schools and playgrounds will have the highest priority for implementation. The criteria set in Table 1 will be used for all other locations to prioritize traffic calming implementation.

Traffic Calming Measures at areas with the higher total points will be implemented first.

### **Step 5 - Implementation**

Upon receiving residents' minimum threshold support of 50%, staff shall inform the City Council of the residents' supported Traffic Calming Measure and its priority level. The Traffic Calming Measure implementation timing will depend on its priority level and budget availability.

**TABLE 1: CRITERIA TO PRIORITIZE TRAFFIC CALMING PROJECT IMPLEMENTATION TIMING**

Criteria	Points	Basis for Points
Speed	40	85 <sup>th</sup> percentile vehicle speeds: <ul style="list-style-type: none"> <li>• From 1 km to 10 km above speed limit: 1 point for every km</li> <li>• From 11 km above speed limit: 3 points for every km, up to a maximum of 40 points</li> </ul>
Sidewalks	20	Street has no sidewalks physically separating pedestrians from vehicles
Bike Route	20	Street is a bike route, but has no separated bike lanes
Traffic Volume	10	Average daily traffic (varies based on road classification) <ul style="list-style-type: none"> <li>• 10 – Local &gt; 750 vehicles per day</li> <li>• 5 – Local &gt; 500 vehicles per day</li> <li>• 10 – Collector &gt;3,000 vehicles per day</li> <li>• 5 – Collector &gt; 1,500 vehicles per day</li> </ul>
Crash History	10	Greater than 1 preventable accident per year for the last 5 years (based on ICBC data)
<b>Maximum total points: 100</b>		

## References

Policy Number:	<b>CO-47</b>
Policy Owner:	<b>Engineering</b>
Endorsed by:	<b>Senior Management Team</b>
Final Approval:	<b>Council</b>
Date Approved:	<b>September 29, 2014</b>
Revision Date:	<b>June 15, 2020</b>
Amendments:	
Related Policies:	

# **Attachment #1**

## Petition for Traffic Calming

Prior to submitting a traffic calming request form please read the City Traffic Calming Policy CO-47 (<https://city.langley.bc.ca/city-services/bylaws-policies>) carefully to familiarize yourself with the City's required traffic calming investigation procedure.

Please also be aware that traffic calming measures (usually speed humps):

- 1- Are to encourage vehicle drivers to travel at appropriate speeds on Collector and Local roads i.e., 30 km/hr when fronting schools and parks and 50 km/h everywhere else. They are not intended to lower the speed below what the allowable speed limit is;
- 2- Are intended to reduce vehicle speeds where the majority of traffic is driving too fast. It is not intended for locations where there is ongoing construction and changing traffic patterns, or where only a few motorists are speeding. RCMP enforcement is the best solution in those cases; and
- 3- If unwarranted, have their own disadvantages. They increase the response times of emergency vehicles. For example, each speed hump adds approximately 10 seconds to the response time of a fire engine or ambulance. Additionally, traffic calming may increase both noise and air pollution, as vehicles slowdown in advance of a hump and speed up upon traversing it.

Please note that signatures from at least 50% of the residents in the Benefitting Area (or 10 residents, whichever is lower) are required to initiate a traffic calming evaluation. One signature per household. It is acknowledged that if traffic calming is found to be warranted that implementation timing will depend on available funding and prioritization against other projects in the City.

Petition organizer contact information:

**Name (please print):**

---

**Daytime Phone:**

---

**E-mail:**

---

**Address:**

---

**Please mail or submit the original copy of the signed petition to:**

City of Langley – Engineering Services Division  
20399 Douglas Crescent, Langley, B.C. V3A 4B3  
Tel: 604- 514- 2997

**We, the undersigned, request a traffic calming evaluation on our street as detailed below:**

Street: \_\_\_\_\_ From: \_\_\_\_\_ To: \_\_\_\_\_

Print Name:	Address:	Phone:	Email:	Signature
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

Thank you for taking the time to complete this traffic calming petition. Upon receiving a completed form, City staff will arrange for a traffic volume and speed survey – typically undertaken in the fall or spring, when schools are open and weather condition is appropriate. The data will then be used to determine whether or not traffic calming measures are warranted.